

wife are among the Adriatic's passengers. Mr. Glynn went aboard early in the spring. He has spent most of his time in England and Ireland. On a previous visit Mr. Glynn was instrumental in bringing about conferences that resulted in the signing of the treaty that created the Irish Free State.

Other passengers are Mr. and Mrs. Winslow Pierce, Mr. and Mrs. C. F. Tibbals, Frank Kiley and Albert Strauss of No. 52 Wall Street.

The Adriatic, queen of the White Star fleet until a few years ago, hung up one of the most enviable records of transatlantic ships during the war. She became a cargo carrier soon after Great Britain entered the war on the side of the Allies and left this port loaded to the gunwales with munitions about every fortnight. Later she was transformed into a transport and carried thousands of soldiers, both American and Canadian, to and from Europe.

Several times the Adriatic was reported sunk by submarines, and on one occasion was actually attacked by a U boat. And there were several lesser mishaps aboard, among them several mysterious fires and explosions. But these always were discovered before irreparable damage was done.

In November, 1918, there was a widely circulated rumor that the Adriatic had been blown up, and a year later there was an equally erroneous report that she had been torpedoed off the Irish coast.

First real indications that the Adriatic was prepared to take an active part in the war came upon her arrival here in November, 1916, when she was found to be armed with a 6-inch rifle, mounted aft. She also was supplied with what then was a new armor plate, that could be fired six miles. Shortly before this she was fitted out with smoke screens. This consisted of rafts which could be dropped overboard and the chemical action resulting from contact with water would envelop the big liner with a dense pall of smoke.

A mysterious fire occurred on the liner at her pier here on Jan. 27, 1918. It was among a lot of extra iron gasoline tanks on the forward deck and was discovered by a sentry of the 5th Coast Defense Command, who summoned help by firing his rifle. City firemen extinguished the blaze before any serious damage had been done. There was an investigation, but no report was published.

As the Adriatic was at her pier in the North River Dec. 16, 1918, due to sail that day, a three-ton cylinder head was blown off. Only the crew and customs officials were aboard at the time and no one was hurt. Passengers who arrived later were received on the ship and quartered until repairs had been made next day.

The Adriatic is of steel, with twin screws and four masts, and her registered tonnage is 24,641. She was built in 1908 at the Harland & Wolff Company's yard in Belfast. She is 709 feet long, with a width of 75 feet 5 inches, and a depth of 62 feet 5 inches. She has eight cylinder engines and is of 1,730 horsepower. She is owned by the White Star Line, and her port of registry is Liverpool. The Naval Communications Bureau reported early to-day that it had picked up a message from a vessel in the path of the Adriatic saying that the Adriatic was proceeding on her course.

## FLOOR COLLAPSE SEVERS GAS PIPE

Two carloads of sheet tin stored yesterday in the shop of Price, Schumacher & Co., on the first floor of the two-story frame building at No. 1421 Fulton Street, Brooklyn, proved too great a weight for the joists this morning and fell through to the cellar, breaking the gaspipes. Frank Marian, who lives on the second floor with his wife, Beatrice, and his cousin, Anthony Julia, was awakened by the smell of gas. He aroused his family and called Patrolman Schaffel of the Gates Avenue Station, who awakened Mrs. Emma Hughes and her twelve-year-old son, Thomas, of No. 119 Fulton Street, whose apartment is reached by the same stairway. None was affected by the fumes.

## People Want Red Headed Governor, Connolly; Hylan Shouts 'Traction'

### Board of Estimate Meets to Acquire Sites for Schools but Goes Into Other Lines.

Schools, politics and snow-trimming were mixed at a special meeting of the Board of Estimate to-day. The meeting was called to fix dates for acquiring title to property for school building purposes, but the meeting opened up with this:

**PRESIDENT CONNOLLY**—I see the people of the State want a red headed man for Governor—they want to change their luck.

**MAYOR HYLAN**—It is astounding to me, how the newspapers and the traction interests work hand in hand to nominate their candidates.

**PRESIDENT CONNOLLY**—Well, you have to hand it to them. They woke up to the fact that there is a campaign on soon and it has been a long time since the people had a red headed Governor.

**MAYOR HYLAN**—Whenever a really first class man steps out, my how the traction newspapers begin to find fault—take the Munsie sheets for example.

**PRESIDENT CONNOLLY**—That's why the people want a red headed Governor.

**MAYOR HYLAN**—Doesn't make any difference what the traction newspapers want, in the next election the people are going to sidetrack the entire traction crowd. The corporations may get away with one nomination this year, but not with both in fixing dates for acquiring titles

## 23 BOMBS EXPLODE IN SANTA FE SHOPS AS BIG UNIONS QUIT

### Entire Western Territory of System Faces Complete Paralysis.

**SAN BERNARDINO, Cal., Aug. 11** (Associated Press).—Twenty-three time bombs exploded at intervals during a three-hour period early today in the stacks of the Atchison, Topeka and Santa Fe Railroad within 200 feet of the company's roundhouse, according to the Sheriff's office.

The bombs were buried in the ground and in exploding did no damage except for blowing much earth into the air, it was said. One guard reported his hat blown off.

More explosions were expected momentarily and no one was allowed in the stockade.

The bombs, according to the investigators, were thrown from tree tops or passing automobiles. Two bombs exploded after United States Marshals and members of the Sheriff's office had reached the scene.

**SAN FRANCISCO, Aug. 11** (Associated Press).—Paralysis of the entire Western territory of the Santa Fe system was the prospect facing officials of that railway to-day as a result of the sudden walkout of members of the Big Four brotherhoods, the engineers, firemen, conductors and trainmen on several Far Western divisions. The union men explained their action was taken as a protest against armed guards on railway property and against the alleged condition of certain equipment.

Members of the brotherhoods said they would no longer move trains through points where armed guards were stationed. Their district officials went into conference with Santa Fe executives, but no basis of settlement had been reported early to-day.

Several passenger trains, limited, deserted by their crews, were stalled at points in Arizona or Southern California. Some were stranded in scorchingly hot desert spots.

At Fresno, Cal., E. Y. Foley, a fresh fruit shipper, announced his packing houses were closing and that for the present no more fruit would be ordered from the growers. He advised his clients among the growers to drop their fruit.

Several fruit companies in the San Joaquin Valley also announced they were refusing to accept fruit. Canneries had limited their immediate purchases.

It is estimated that several hundred cars of fruit remain unpicker in the San Joaquin district.

## FIREMAN INJURED AS ENGINE STRIKES ROCKAWAY PORCH

### Owner and Mother Have Narrow Escape.

Engineer Pierre De Baun of Engine Company No. 267 was injured to-day when the engine skidded into a bungalow at 110th Street and Far Rockaway Boulevard while answering an alarm from the tent colony near 101st Street.

The engine swerved into the curb in front of the bungalow owned by Edward Nolan and ripped a portion of the porch away. Nolan and his mother, who were sitting on another part of the porch, had narrow escapes from injury.

After hitting the Nolan house, careened and crashed into the next bungalow, but did little damage there.

De Baun was thrown from the engine when it climbed the curb and was rushed to Rockaway Beach Hospital, where it is said his condition is not serious.

The fire was in one of the tents and was extinguished by members of the tent colony.

## Scene of Explosion on Washington Street Showing the Extent of Destruction Wrought



## Harding's Flexible Tariff Plan Finally Brought to an Issue

### President Contends Power to Alter Rates Will Offset Bad Features.

By David Lawrence.  
(Special Correspondence of the Evening World.)

**WASHINGTON, Aug. 11** (Copyrighted).—President Harding's original proposal, made in his message to Congress, that he be given authority to increase or decrease tariff duties so as to meet changing economic conditions has come up at last.

While objections galore are being voiced on the theory that Congress should not delegate its powers, the plain truth of the matter is that the executive provision is the remedy for such bad features of the Fordney measure as are admittedly contained in the bill as it stands to-day and as it will be passed.

If the Fordney bill is laid in spots, the flexible provisions will correct it, is what the Republican leaders will be able to say in the coming Congressional campaign.

It will be contended that mistakes will creep into such a big piece of legislation, but that, unlike other tariff bills whose defects cannot be immediately cured without a prolonged debate in Congress, the machinery will have been provided for revision by the President on advice of the Tariff Commission. Mr. Harding would have the power to proclaim new duties on sixty days' notice.

The constitutional lawyers in the Senate are already at odds over such a law and unquestionably some day there will be a lawsuit over a changed duty in some industry and the principle will be settled once for all. The trend of decisions of the Supreme Court of the United States in the last few years has been in favor of delegation of power to commissions. Perhaps the most notable example was the grant by Congress to the Interstate Commerce Commission to regulate railroad rates. This law was bitterly contested, but its constitutionality was upheld.

Nothing more conspicuous, however, has come up than the Income Tax Laws, which establish broad principles but which permit an executive department of the Government full powers in interpreting the law. This flexibility is such that the Treasury Department can increase or decrease the amount of taxes levied by the Government without asking further consent from Congress.

Thus Congress has on more than one occasion permitted an executive department to regulate the amount of income received by the Government, and those who favor the flexible tariff provisions point out that there is essentially no difference between a delegation of the interpretive power under the Income Tax Laws and the change of rates on imports when costs of production have risen since a law was passed.

But the process is safeguarded by the fact that Congress can at any time repeal the provision and take away from the President the power to change tariff duties. It is not as if Congress were permanently giving away one of its constitutional powers.

It is conceivable that some day the President will proclaim a rate which will be obnoxious to certain sections of the country and a bill will be proposed to make that particular customs duty exempt from the power of the Executive. But such a bill would have to go through Congress as an isolated proposition and would stand or fall on its merits without the collateral support which Senators get for their pet measures when they can trade their own support for something else in a large tariff bill.

Again, the President would have

## PRESIDENT ACTS IN TARIFF FIGHT

**WASHINGTON, Aug. 11**—President Harding intervened to-day in the Senate fight over the flexible tariff provisions, outlining to Senators summoned to the White House the desirability of elasticity in the tariff during present shifting world conditions.

Veto power over such an isolated tariff amendment and it would require two-thirds to force a change in Presidential attitude toward the rate question. Tariff changes would then become the wish of two-thirds of Congress after concentrated attention on a specific question, which is in marked contrast to the hasty and necessarily superficial consideration given the ten thousand and one different items in a major tariff bill.

Senator Walsh of Montana, Democrat, in the Senate debate on the flexible tariff, seemed to think the principal danger would be this: "An unscrupulous political leader, presumed to have some influence in the White House, particularly if the incumbent were a candidate for reelection, would find in a law of this character a convenient instrument for fast-frying purposes, and resources of such rich possibilities as campaign manager ever commanded in this or any other country."

Under the present system, a group of politicians get together and trade votes and fix up rates to suit their selves. Sensationalism and special privilege have an enormous influence on the making of the bill, which when it comes to the executive is so complicated that it must accept the good with the bad and sign the whole thing rather than reject it all in order to cure a specific fault. Similarly, members of Congress have made excuses to their constituents year after year by saying they did not dare to vote against the whole bill even though they disapprove of portions of it.

There is no doubt that Mr. Walsh has suggested a possibility but measured alongside the present system it makes the choice between two evils an easy one to make.

President Harding didn't like the last revenue law passed, but had to swallow it, though he promised he would ask Congress for a revision some day. He knows in advance that the Fordney-McCumber Tariff Law will be picked to pieces in the coming campaign and all sorts of inequities revealed. His strategy is to anticipate dissatisfaction by pulling the remedy in the tariff bill itself—namely automatic revision by the Executive with the advice of the Tariff Commission.

As for the constitutionality issue, it will not get very far unless Senators have some other reason for wanting to see the flexible tariff provision killed.

Congress in the last twenty years has got so much in the habit of delegating power to the Executive, which really belonged to Congress that the obstacle of alleged unconstitutionality can hardly be taken seriously by the majority.

## RAILWAY EXECUTIVES CONFER HERE AND UNION LEADERS IN WASHINGTON

(Continued from First Page.)

Charles F. Peabody, another prominent insurance official, were summoned to the meeting to give their views regarding a strike settlement, the insurance companies being large holders of railroad stock. Meanwhile clerks, stationmen and freight handlers on the Erie Railroad and 5,000 on the Lackawanna took a strike vote to-day and it is believed the result will be favorable to the strikers. The result will be given out later in the day.

A walkout of the clerks, stationmen and freight handlers, it was said, at local shopmen's headquarters, would completely tie up the lines. The differences between the men and railroads involve wage cuts recently ordered by the Labor Board and rejected by the men, and repair work by outside contractors.

## RAIL UNION HEADS MEET IN CAPITAL TO CONSIDER PLAN

**WASHINGTON, Aug. 11** (Associated Press).—Chief officials of the seventeen railroad labor organizations went into joint session shortly after 10 o'clock to-day to consider the response which will be made by the seven striking shop craft unions to President Harding's latest proposal of a basis for settling the railroad strike. Officials of the seven striking railroad unions, through B. M. Jewell, their chairman, said the session would be a long one. They had nothing to add to their previously given indications that the shop unions intended to reject the President's proposal.

Attending the meeting in addition to Chairman Jewell, were Warren S. Stone, Grand Chief Brotherhood of Locomotive Engineers; D. B. Robertson, President Brotherhood of Locomotive Firemen and Engineers; L. E. Sheppard, President Order of Railway Conductors; J. W. Kline, President Brotherhood of Blacksmiths; W. H. Johnston, President Association of Machinists; J. A. Franklin, President Sheet Metal Workers' Alliance; James J. Noonan, President Brotherhood of Electrical Workers; Martin P. Ryan, President Brotherhood of Railway Carmen; T. C. Cashed, President Switchmen's Union; E. H. Fitzgerald, President Brotherhood of Railway Telegraphers; E. F. Grable, President Maintenance of Way Employees; D. W. Heit, President Brotherhood of Stationary Firemen and Oilers; and W. N. Donk, Vice President Brotherhood of Trainmen. The organization of the train dispatchers was also expected to be represented.

President Harding and his Cabinet went into session at exactly the same time the union leaders assembled and the rail strikes was foremost in the Cabinet discussion.

Meanwhile Administration leaders have given no inkling as to the course the Government will follow if it again faces rejection of its efforts to bring about voluntary termination of the strike. Congress will be in full session next week, ready, as the President desires, to take up the problem should the Administration find it expedient to seek emergency legislation, but there is nothing to indicate that a definite programme has been or will be prepared until the answers of both sides reach the White House.

**8 HURT IN CRASH OF TROLLEY AND CAR**  
Women and Children Are Among Injured.

Two women, three children and three men to-day are suffering from injuries sustained last night when an auto truck owned and driven by Joseph Budowsky, twenty-eight, of No. 2310 Mermaid Avenue, Coney Island, crashed into a storage battery trolley car of the Long Island Railroad at the Merrick Road railroad crossing half a mile east of Valley Stream, L. I.

The injured were: Joseph Budowsky, cut about head and fracture of the leg; Mrs. Budowsky, cuts about face and body; Jack Budowsky, four years, cut and bruised on body and face; Max Guber of No. 498 Store Avenue, Brooklyn, lacerations of the head; Joseph Feldstein of No. 2310 Mermaid Avenue, Coney Island, cuts and bruises of head; Mrs. Jennie Feldstein, lacerations of head and limbs; Irving Feldstein, five years, cuts and bruises of head and body; Doris Feldstein, four years, cuts and bruises of head.

## ILLINOIS OWNER DECIDES TO JOIN COAL CONFERENCE

### Big Pennsylvania Producer Will Sign With Men on New Terms.

**CHICAGO, Aug. 11**—The United Electric Coal Company, owning mining property in Ohio and Illinois, has thrown its Illinois tonnage into the four-State wage conference at Cleveland, it was authentically reported here this morning.

The capacity of the company's Illinois mines was given as between 800,000 and 1,000,000 tons. This is the first reported break in the stand taken by the Illinois Operators' Association.

**CLEVELAND, Aug. 11** (Associated Press).—It became known that although an understanding undoubtedly had been reached by the Senate Committee, the meeting might be permitted to drag over into next week. This would leave the door open for outside operators to join.

Word from conference leaders in New York, delivered to the door of the meeting room here, said the Consolidated Coal Company, with an annual tonnage of 20,000,000 in Pennsylvania, would be ready to sign an agreement like the one being drafted here.

## THREE SHOT IN WAR OF GANGS IN EAST SIDE STREET CROWD

(Continued from First Page.)

ons striking the little girl who was scrambling to cover and the other becoming lodged in the throat of the street cleaner.

The gunmen then ran west in 12th Street, where he was joined by another man, and both disappeared into a house on the north side of the street. A policeman followed for a time, but lost track of them.

Detective Sergeant William Kirk was riding south on a Second Avenue surface car at about 12th Street when he heard the shots. He rushed to the scene, lifted Valente to the taxi-cab and rushed him to St. Mark's Hospital. Meanwhile, other policemen and citizens had rushed the girl and the street cleaner to Bellevue. Valente was unconscious when Kirk reached him and no statement was obtained from him.

An excellent description of the assailant is in the hands of the police of the Fifth Street Station, who are certain to-day's shooting is an offshoot of that of Tuesday afternoon, when nine were shot, one of whom died.

On that occasion four gunmen attempted to assassinate Joseph Masseria, of No. 34 Second Avenue, in front of his home. Masseria is out on bail on a charge of murder as the result of other killings in the Italian war, said to have started over gambling. Masseria escaped the attempted assassination with two bullet holes through his straw hat.

The gunmen were in a large automobile and when they tried to escape through Fifth Street they found their way blocked by scores of striking garment workers who had just attended a meeting in Beethoven Hall, just off Third Avenue. Some of the strikers attempted to stop the machine, whereupon the four gangsters fired into their midst, shooting eight of them. In the scuffle a woman striker was trampled and still in a serious condition. These men finally escaped.

## ARRESTED IN THEFT OF WOMAN'S GEMS.

Leo A. Levine, of Detroit, will be arraigned in Yorkville Court to-day on a grand larceny charge made by Mrs. Robert Lee, No. 61 West 56th Street. While calling on business at the Commodore Hotel, Mrs. Lee alleges Levine took two diamond rings valued at \$2,000 and \$150 in cash. When she saw him in the lobby of the Pennsylvania Hotel last night she had him arrested. He denies the charge.

## Official Voting Coupon.

This Coupon Entitles the Holder to Cast One Vote for the Most Popular Man in Greater New York, Who, on Sept. 11, 1922, at the

**MARDI GRAS FESTIVAL AT CONEY ISLAND**  
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1922 Coney Island Mardi Gras Revue  
Week of Sept. 11.

I vote for..... (for King or Queen)  
Contest Closes 12 Noon, Sat., Sept. 2, 1922.

W. F. Munsie  
Mails Votes to EVENING WORLD MARDI GRAS EDITOR, P. O. BOX 247, CITY HALL STATION, NEW YORK, NEW YORK.

For votes may be handed in at The World's various branches: Bronx, 410 E. 149th St., near Third Ave.; Uptown, 1381 Broadway; Corona, 1111 11th Ave., near 104th St.; East Harlem, 802 E. 181st St., near 10th Ave.; East Side, 1002 E. 10th St., near 10th Ave.; East Side, 1002 E. 10th St., near 10th Ave.; East Side, 1002 E. 10th St., near 10th Ave.

For only one candidate. If you use ballot for King and Queen it will be destroyed.  
(See Story on Page 11.)

## LIQUOR SEIZED WITHOUT WARRANT IS LEGAL EVIDENCE

### Judge MacMahon, Though Opposed to Invasion of Home, Must Abide by Law.

County Judge MacMahon in Brooklyn to-day denied a motion to restrain District Attorney Ruston from using as evidence liquor seized without a search warrant in the residence of Barney Desiderio, No. 498 Baltic Street, Brooklyn, on July 20, by Patrolman David Gentry. Counsel for Desiderio, Thomas F. Hickey, to-day moved to restrain the District Attorney from using the liquor as evidence on the ground that it was illegally seized.

Assistant District Attorney Moore admitted that the liquor was seized without a search warrant, but contended that under the decision of the State courts, evidence in a criminal case may be used however obtained.

In agreeing with Mr. Moore Judge MacMahon said: "I deny this motion reluctantly, because I am unalterably opposed to any invasion of a man's home without proper authority, but this court is bound by the law of the State of New York and the decisions of the State courts."

Judge MacMahon, it was pointed out, reversed a recent decision of his own, in which he granted a similar motion, in the case of Paul Galvo of No. 245 Van Sien Avenue, Brooklyn, on July 27.

**HONGKONG RELIEF DONATIONS**  
ALREADY AMOUNT TO \$42,000.  
**HONGKONG, Aug. 11** (Associated Press).—The Chamber of Commerce list of subscriptions for relief of the typhoon sufferers at Swatow now amounts to more than \$42,000.

**Gift Packages For Any Occasion**  
Our Finest and Finest lines of Sweets—in packages of the highest artistic excellence—shine supreme.  
**Advt. on Page 7**

**DIED.**  
**BURTON**—CLARA A. BURTON, CAMPBELL FUNERAL CHURCH, Friday 12 P. M.  
**DE WITT**—ELIZABETH CAMPBELL FUNERAL CHURCH, Friday, 2 P. M.  
**CHENEY**—CLARA CAMPBELL FUNERAL CHURCH, Friday, 2 P. M.  
**RYAN**—PATRICK, Aug. 9, 1922. Faithful friend and employee of George W. Wickham for twenty-five years. Funeral services at St. Joseph's Church, Cedarhurst, L. I., on Saturday, Aug. 19, at 9:30 A. M.

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